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HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:-

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, HON. MR. CLAUDIO SEVERIN.

Hon. Mr. C. CLEMENTI (Colonial Secretary).

Hon. Mr. REES DAVIES, K.C. (Attorney-General).

Hon. Mr. A. M. THOMSON (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Mr. E. R. HALIFAX (Registrar-General).

Hon. Captain F. J. BADELEY (Captain-Superintendent of Police).

Hon. Mr. WEI YUK, C.M.G.

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. E. A. HEWETT, C.M.G.

Hon. Mr. C. H. ROSS.

Hon. Mr. E. OSBORNE.

Hon. R. H. CHORTON (Clerk of Councils).

MINUTES.

The minutes of the previous meeting were read and approved.

FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 2), and moved its adoption. The COLONIAL TREASURER seconded.

THE CHIEF JUSTICE'S PENSION.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial Minutes No. 14 to 18, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded.

Hon. Mr. HEWETT—Your Excellency, with regard to Financial Minute No. 16, as I have pointed out to your Excellency, I propose to oppose this vote, and I would rather make such remarks as I have to make in the full Council than in Finance Committee. The vote before us is for £37 0s. 9d. under the head "Pension for Chief Justice." The unofficial members of the Legislative Council have not as yet been officially informed of the details of this proposed vote, but I find from personal inquiries made that most, if not all, of the unofficial members are fully acquainted with the details of the case. This, I understand, practically amounts to a permanent increase in the pension of the Chief Justice over and above the pension to which he is entitled under the terms of his service in the Government. The sum in itself does not seem to be a very large one. We are asked now to vote £37 0s. 9d. to this additional vote for the year 1912. The Chief Justice retires at the end of this month, consequently the additional vote asked for is presumably for two-thirds of the year. Having once admitted the principle that this official is entitled by the special vote of the Legislature to draw a larger pension than he would do if he retired under ordinary conditions, and drawn the ordinary pension to which he is entitled by service and the pay drawn during the term of his service, if we once pass this vote we practically admit an increase to the pension of the Chief Justice. Having once passed this vote, we will be then called upon to pass a vote of £50 or £60 a year for the rest of the lifetime of the Chief Justice, which we trust will be many, many years. Your Excellency, the point I wish to make is this, that the vote is being suddenly put before the Legislature Council, and we are asked to increase the pension of the second highest paid official in the Colony, who has only served for seven years, by 12% per cent, that is to say, this official, if he retired from the service on his sixtieth birthday, as I understand he is doing, would be entitled to something like £250 from the Hongkong Colony, but he is retiring after only eighteen years' service in the Government employ, with a pension considerably over £700 a year—a pension something like double that of a Colonel, who often serves forty years and risks his life for his country. This official, I repeat, has only been in the Colony seven years, and in the Government service 18 years, yet is retiring on a pension considerably over £700 a year. We are now asked to increase his pension by over twelve per cent. We all know perfectly well that any of us entitled to retire on a pension would be very glad indeed on retiring, instead of getting twelve monthly payments, to get thirteen and a half. This is what we are practically asked to do. We are asked to increase his pension by close on £60 a year. I cannot conceive any sound reason why this vote should be passed. I certainly am, on principle, very strongly opposed to it. Whatever arguments for or against may be brought forward, I would ask your Excellency to be good enough to pass the discussion on this vote direct to the Secretary of State. We have a very large Civil Service in Hongkong, and by far

the greater number are subordinate officials, many of them with thirty, thirty-five or even forty years' service to their credit. If any of these subordinate officials brought forward arguments or a mathematical problem by which he showed that if he retired a little later, he would be entitled to an increase of 12% per cent. to his pension, I am sure the Government would not consider his application favourably. It, however, these subordinate officials saw their way clear to obtain an increase, if any opening was given them to obtain it, they would certainly try their best to get it. In all these years in Hongkong, I have never seen such an application come before the Legislative Council of Hongkong. It is due, sir, largely to his persistence and, I may say, to his excessive importance, that this vote has come so far. I think the principle is thoroughly unsound. It is wrong that the Legislative Council should, in one single instance, go outside the four corners of the liberal allowance in the Civil Service rules. Yet here we are asked to break from these rules for the one official who, next to the Governor himself, should be the last person to ask for an increase in his pension, and saddle the ratepayers of Hongkong with a sum of £60 a year, simply because we are asked to do so. I know perfectly well the arguments which will be brought forward, and I am therefore more or less prepared for some of them. It will probably be said that if this official had served a few years longer he would have deserved this vote. On the other hand, for reasons best known to himself, this official did not join the Service until eighteen years ago. Most of the Chief Justices who served in the Colony were men who probably spent thirty, or even forty, years in the Government service. This official only joined late in life, when it suited him. Another argument is, that, having taken up this position when he did, he found this sixty years' age limit forced upon him. I do not admit that argument for a moment. Outside of Hongkong and one or two other Colonies, the sixty years' age limit has been in force in most of the British Colonies for a number of years. To suggest that it is a hardship for him to fall within the four corners of this new rule is absurd. Looking at the fact that we are asked to give practically 12% payment instead of the twelve to which he is entitled in view of his high position and large salary, and from the few years he has served in the Colony, I think it would be a wrong principle to break away from the rules of the Civil Service regarding pensions, and make this grant which, I am perfectly certain, if it had been brought forward by a subordinate official of this Colony would have been turned down. I strongly protest against this vote. I told your Excellency that it would be better if the discussion took place in the full Council instead of at the Committee meeting. I beg, therefore, to move the rejection of this vote.

HIS EXCELLENCY—Does any one second the motion?

Hon. Mr. HEWETT—I don't know, sir.

Hon. Mr. OSBORNE—As a matter of form, I beg to second it.

HIS EXCELLENCY—Does any member wish to address the Council?

Hon. Mr. POLLOCK—Sir, I can't agree with what has fallen from my hon. friend opposite who represents the Chamber of Commerce. I think, sir, the circumstances in this particular case are very exceptional. There is no doubt that if the learned Chief Justice had served a few months longer he would have been entitled to the extra pension which it is proposed to vote to him. I think there would be no doubt also that in the normal course of events as they would have occurred in the circumstances which existed when he came to the Colony that the learned Chief Justice would have served these few extra months and that he would have earned this additional pension. But, sir, as the hon. member opposite has pointed out, since the learned Judge arrived in this Colony a special Ordinance has been passed enabling certain officials of this Colony to be retired at the age of 60, and if that Ordinance had not been passed since this appointment was taken up, the Chief Justice would without doubt have served the additional three months and earned the pension. I quite agree with my hon. friend opposite as to the danger of creating a precedent, but I think the circumstances of this particular case are quite exceptional, and in the circumstances intended for this vote should be passed by the Council.

Hon. Mr. ROSS—I generally listen to the hon. member for the Chamber of Commerce with respect, but on this occasion I cannot agree with him at all. I think he is allowing his ideas of principle to override his sense of justice. The Chief Justice, as I understand, came here under certain rules, and if these rules existed he would have been entitled to this pension a few months hence, but a change in the rules having been made. That is not his fault. I would like to support everything which the Hon. Mr. Pollock has said.

HIS EXCELLENCY—Before putting the amendment which has been proposed by the hon. member who represents the Chamber of Commerce, I would like to inform him that the reason which weighed with

the Government was not that if this Ordinance had not been passed he would have been entitled to the pension which is proposed. One of the reasons which had actuated the Government in proposing this increase to the pension of Sir Francis Pigott was the following: It is the usual custom in the public service to grant an officer three months' long leave on full salary prior to his retirement. This has the effect of increasing his period of service by three months and in many cases it has the effect of increasing the number of years of his pension by one year, thereby enabling in many cases a considerable addition to be made to the pension which is calculated upon the basis of certain salary. In the case of Sir Francis Pigott it has not been possible to grant him leave on full pay, and if the three months to which I have referred had been given in his case it would have had the effect of increasing his pension by the sum which the Government is now asking, namely, £55 1s. 2d. That weighed with the Council, and the further fact that this case will not be taken as a precedent has led the Government to recommend the granting of this extra sum.

HIS EXCELLENCY—In favour of this vote?

Hon. Mr. HEWETT—I would like to ask a poll on this question.

Hon. Mr. POLLOCK—On a point of order, this is not an amendment which is moved by my hon. friend, but a direct negative.

HIS EXCELLENCY—It is an amendment to the motion.

Hon. Mr. HEWETT—I was informed last week that it would be in order if I brought the matter forward in the particular way in which I have done.

The ATTORNEY-GENERAL—I submit it is an amendment. It is an amendment proper to the original motion.

Hon. Mr. OSBORNE—with your Excellency's permission, I would like to remark that when I came into the room I had a perfectly open mind on this subject, and I seconded the motion purely as a matter of form. Having heard the arguments on both sides, I shall not vote in favour of the amendment.

The vote was then taken, the Hon. Mr. Hewett alone supporting the amendment, which was thus defeated by 11 votes to 1.

WINDING UP OF COMPANIES.

The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government, laid on the table Rulee made by the Chief Justice under section 220 of the Companies Ordinance, 1911, as to fees payable in respect of the winding up of companies. He added—The matter is urgent. The Official Receiver is concerned with the winding up of companies and no provision has been made for his remuneration. I move that the rules be approved.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

THE FINEST SITE IN THE COLONY.

The Hon. Mr. POLLOCK asked the following questions standing in his name:

With reference to the marshes, which is being put up on the plot of land to the West of the Hongkong Club, will the Honourable the Director of Public Works state:

(1.) Who is erecting the said marshes?

(2.) For what purpose the said marshes are being erected and subject to what terms and conditions?

(3.) For what reason the said marshes contains two stories?

(4.) Whether any rent is to be paid by anybody, and, if so, by whom, for the use and occupation of the said marshes?

(5.) Whether it is intended that any, and if so, how many, coolies and/or workmen should be housed in the said marshes, and for what reason or reasons;

(6.) If the said marshes is being erected in connection with the carrying out of any Public Work, what is the nature of such Public Work, and what is the contract-time and contract-price for the completion of the same;

(7.) Why are bricks being piled up on the ground to the North of the said marshes?

The DIRECTOR OF PUBLIC WORKS replied as follows:

(1.) The shed is being erected by Kang On, contractor.

(2.) The marshes is being erected as a shelter for workmen who will be employed in dressing stone in connection with the contract for the erection of railings to enclose the areas to be laid out as gardens. The permit issued is for the period ending 30th instant.

It will be renewed as required. The permit is for one large shed to be used as a shelter and three small sheds for office, kitchen and latrine purposes. The sides of the large shed towards Connaught Road and the Hongkong Club are to be close-boarded and the remaining sides are to be open. The only condition is that these sheds may not be used for habitation.

(3.) No permission has been given for the erection of a two-storeyed shed. Before these questions reached me the Contractor had been instructed to remove the super-structure intended for an upper storey.

(4.) No rent is to be paid.

(5.) No coolies or workmen will be allowed to live in the shed, but this does not apply to watchman.

(6.) The first part of this question has been answered above. Contract time 7 months from 4th March, 1912. The amount of the contract is \$11,250.25.

(7.) The bricks are for building kitchen and latrine for the workmen.

THE BADGE OF THE COLONY.

The Council then considered the following resolution standing in the name of the Colonial Secretary:

Resolved that the existing badge of the Colony is not only inartistic but it is unsuitable for reproduction especially on flags, etc., and resolved therefore that the design laid on the table, being both simpler and more artistic, be substituted therefor on a date to be hereafter notified in the Government Gazette.

THE COLONIAL SECRETARY—Sir, when the resolution which stands in my name was discussed in this Council on the 28th of last December, Sir F. Lugard decided to postpone a vote upon it in the hope that, although the design which I had the honour to lay upon this table on 21st of that month did not commend itself to my unofficial friends in this Chamber, residents in the Colony might have an opportunity of suggesting new designs which might meet with general favour. As a fact a young lady now resident in Hongkong did design a new badge. It consisted of a naval anchor and a Chinese grapple crossed underneath the Imperial British Crown. The design was simple and artistic. Sir F. Lugard approved it, and by his direction the design was circulated for the inspection of all members of the Executive and Legislative Councils. Hon. members, however, decided by a majority of 8 to 5 that the existing badge of the Colony should be retained and that it was undesirable to change it. I confess that this decision was a great surprise to me, and before accepting it as final I would like to give hon. members a short account of the origin of the existing badge as recorded in the archives of my department. It would appear that in the spring of 1869, the Crown Agents for the Colonies approached an oilman at Wapping with the request that he would design a badge for the Colonial flag of Hongkong. An economical bargain was driven and for a fee of some £23 the existing badge of the Colony was painted. It was then set in a blue ensign and sent out to Hongkong as the flag of the Colony. Local opinion was not consulted, and it seems that the artistic feelings of the community received a rude shock when the new flag was first unfurled. The then Governor, Sir Richard Graves Macdonnell, brought the matter before his Executive Council, which had no hesitation in recording the opinion that the flag was "both in design and execution extremely defective." Accordingly Sir Richard on the 3rd July, 1869, addressed a protest to Lord Granville, at that time Secretary of State for the Colonies. He wrote:—"As the design seems to have been compiled by an oilman at Wapping for about £23, a specimen of the highest art could not well have been looked for. Apart, however, from the abstract merits of the flag, it is the wish of the Council and of every one who has expressed an opinion here on the subject, that your Lordship should direct some fresh and more suitable design to be substituted. It has been suggested that in lieu of the gentleman in an evening coat who is purchasing tea on the beach at Kowloon, an unusual place for such transactions, it would be more agreeable to the feelings of the community if the foreground were occupied by the well-known figure of Britannia with the British Lion lying beside her and near the British flag. It is suggested that in such case the shield might bear either the motto "Caelum non animum mutant" or the Royal Arms, as your Lordship might decide. I admit that in the design of the enclosed flag there is a certain unpleasant resemblance to a portion of the present arms of the Colony, but I respectfully submit that the opportunity is not favourable for considering whether the Arms themselves now borne on the seal of the Colony are not capable of improvement. That, however, which is appropriate on the smaller surface of the seal seems quite unsuitable to the larger field of the flag." Again on the 27th June, 1869, Sir Richard wrote to Lord Granville:—"The flag at present assigned to the Colony is capable of great and easy improvement, and in fact that it is wholly unsuitable, as the device, though not strikingly out of good taste when put on a medal or a seal, becomes obviously so when occupying the larger field of a flag. Such at least is the opinion of myself and my Council as well as of every one else whom I have hitherto heard speaking on the subject. I have even referred the matter again to my Council, and they unanimously recommended a change of the device in the flag to something of the same idea and character as that which I ventured to submit to your Lordship in my despatch No. 734 of July last." He added, "I may say that, however pleased we might be to obtain a flag with a more tasteful device, our principal object is to get rid of that which at present appears to be decidedly obnoxious." On the 5th May, 1870, Lord Granville replied:—"I have the honour to inform you that not being satisfied with the designs for a Colonial Flag for Hongkong which have been submitted to me, I have decided that the best course will be to adopt for use in the Colony a pattern somewhat similar to that which has been selected by the Governor of New Zealand, viz.: a blue ensign with a white crown over the initial letters of the Colony. The Crown Agents have been informed of my decision, and in accordance with it will forward a supply of flags of that pattern for the service of the Government of Hongkong." Then for some reason which cannot be traced suddenly to have fallen into abeyance. The new flags were never sent out and the existing flag remained as an enduring witness to the artistic standards of Wapping. That is the history of our present badge. In 1869, the Governor, the Executive Council, and the Community of Hongkong and the Secretary of State for the Colonies agreed in condemning the badge which had been foisted upon us willy nilly by the then Crown Agents. If it is the case to-day that a complete volte face has taken place, and that the community has at last educated itself up to Wapping standards of fine art, then I have no more to say and I can only beg for leave to withdraw the resolution now standing in my name. But I find it hard to believe that this is so, for I am reluctant to think that it is only a minority in this Council to-day which agrees with the Council of 1869 in considering the existing badge "decidedly obnoxious." I do not at the moment press for the adoption of any particular new design, but I do press for an expression of opinion by this Council that the existing badge is extremely defective both in design and in execution and that a fresh and more suitable design should be substituted for it.

HIS EXCELLENCY—Does the hon. member for Kowloon wish to speak?

Hon. Mr. OSBORNE—No, sir, I have nothing to say except to echo the words of the Colonial Secretary. I do not pretend even to the artistic temperament of Wapping, but I do think that the conglomeration of bailes of goods, junk masts, the Peak Tramway and the various other articles in the present flag, are certainly inartistic and very difficult to reproduce. There is a want of dignity about it, sir, and I consider that it would be improved if the Colonial Secretary's resolution were adopted by this Council.

Hon. Mr. C. H. ROSS—I opposed this resolution on the last occasion when it came up, and I did so, not because I admire the present badge, but because I have a great respect for antiquity. The Colonial Secretary just now has said that if we continue our present flag, we will be going back on what the Legislative Council of 1869 disapproved. That is some forty-three years ago, a considerable space of time. I do not think the present badge is artistic, but still it has the dignity of age, and with a small improvement, as I suggested on the last occasion, such as an artistic pagoda or a junk, with the Peak in the background, would meet the case. Two anchors crossed are certainly very pretty, but I do not see what connection they have with Hongkong.

Hon. Mr. HEWETT—With regard to what my hon. friend, the previous speaker, has said, I entirely endorse his proposal. When the question came up in the Council, I played a long hand, as it were, in opposing any change. I admit that when the flag was invented it might have been more artistic, but it was descriptive of Hongkong as it was shortly after the flag was hoisted here. I do not think any unallowed hand should be allowed to tear down any monument of those historic days. It is said that the old design of the Peak on the shield is inartistic. That I refuse to admit. Any of us who have seen a Hongkong bank note will see that it makes quite a good steel engraving. The Hon. the Colonial Secretary has laid great stress on the fact that in ancient days, in 1869, certain officials and unofficers appeared to agree that the flag was inartistic, but he has produced nothing later to show that the flag is inartistic. What we know is that the whole world has advanced very much in artistic training, and whereas in 1869 the whole of the Council might have been opposed to the artistic merits of the flag, we have been so far educated that we find the great proportion of the present Council in favour of the flag as it stands. No proposal has been put forward which in any way compares with the old flag. I must say that I have never yet discovered any suggestion of a tramway on the flag, and I have been a resident in the Colony for thirty years.

HIS EXCELLENCY—I must say that I am not enamoured of the present badge of the Colony; it came out three months before I was born. It has, however, the merit of antiquity. The difficulty is that we cannot get any member to agree to anything else, and therefore I am afraid we shall have to stick to it.

The COLONIAL SECRETARY—I beg leave to withdraw the resolution.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Bindings, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG TENNIS LEAGUE.

THE ANNUAL GENERAL MEETING will be held in the HONGKONG CRICKET CLUB PAVILION on THURSDAY, the 16th APRIL, 1912, at 5.15 p.m. All Clubs wishing to compete are requested to send representatives.

A. O. BROWN,

Hon. Secretary.

Hongkong, 16th April, 1912. [568]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS of ADELA OTADUI otherwise ADELA OTADUY DUBOURG otherwise ADELA OTADUI DE REYNOLD late of Manila in the Philippine Islands, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 53 of the Probate Ordinance, (1897), made an Order limiting the time for sounding in the Claims against the above Estate to the 13th day of May, 1912.

All Creditors and other Claimants are accordingly hereby required to send their Claims to the Undersigned on or before that date.

Dated this 15th day of April, 1912.

JOHNSON, STOKES & MASTER,

Princes' Buildings, Ice House Street,

Hongkong.

Solicitors for the Administrator of the above-named deceased.

[570]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading from Hongkong, Madras and Mauritius.)

THE Steamship

"CATHERINE APCAR," Captain E. W. Hanbury, will be despatched to the above Ports on SATURDAY, the 20th inst., at 1 P.M.

For Freight or Passage, apply to DAVID SASOON & Co., LTD.

Agents.

Hongkong, 16th April, 1912. [567]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE," Captain G. W. Cookson, R.N.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 27th April, 1912, at NOON, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MONGOLIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "ARABIA," due in London on the 7th June, 1912.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 16th April, 1912. [571]

GLEN LINE (MCGREGOR, GOW & CO. LIMITED).

THE Steamship

"GLENFARG," Captain W. L. Hartnell, will be despatched for LONDON on or about the 10th May.

This Steamer has excellent accommodation for 20 First Class Passengers.

SALOON FARE £35.

For Passage, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 16th April, 1912. [571]

THE AMERICAN AND MANCHURIAN LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"MATOPPO," Captain Dorman, will be despatched for the above Port on or about WEDNESDAY, the 16th May.

For Freight and further information, apply to

THE BANK LINE, LTD.

General Agents.

Hongkong, 16th April, 1912. [572]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

INTIMATIONS

RAINCOATS and WATERPROOFS

No. of Sides	Registry No.	Locality	Boundary Measurements.		Contents in Square feet	Annual Rent	Upset Price
			E.W.	N.E.			
1	100	Ashington Island (S.S.)	59' 0"	77' 0"	62' 0"	140' 0"	£12,300
2	101	Ashington Island (S.S.)	59' 0"	44' 0"	62' 0"	140' 0"	£12,300
3	102	Ashington Island (S.S.)	59' 0"	44' 0"	62' 0"	140' 0"	£12,300
4	103	Ashington Island (S.S.)	59' 0"	44' 0"	62' 0"	140' 0"	£12,300

G. R. R.
PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the listing by Public Auction Sale, to be held on MONDAY, the 22nd day of April, 1912, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND adjoining Inland Lots Nos. 54 and 155, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENT, to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

[565]

PARTICULARS OF THE LOT.

\$38.00	\$28.00
\$45.00	\$32.00
\$50.00	\$42.00
EACH.	

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 17th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such Cargo impeding the discharge of the Vessel will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASOON & Co., LTD., Agents.

Hongkong, 15th April, 1912. [567]

PUBLIC COMPANIES

GULU KALUMPONG RUBBER ESTATES, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from the 4th to 16th APRIL, 1912, both days inclusive.

By Order of the Directors,

LOWE, BINGHAM & MATTHEWS, Colonial Register.

Hongkong, 4th April, 1912. [550]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-NINTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on TUESDAY, the 23rd APRIL, 1912, at NOON, for the purpose of Receiving the Report of the Directors together with the Statements of Account to 31st December, 1911, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 23rd April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE, Secretary.

Hongkong, 4th April, 1912. [542]

CHINA TRADERS' INSURANCE CO. LIMITED.

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the FOOTH-SIXTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on TUESDAY, the 23rd APRIL, 1912, at 12.30 P.M., for the purpose of Receiving the Report of the Directors together with the Statements of Account to 31st December, 1911, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 23rd April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE, Secretary.

Hongkong, 4th April, 1912. [543]

THE AMERICAN AND MANCHURIAN LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"MATOPPO," Captain Dorman, will be despatched for the above Port on or about WEDNESDAY, the 16th May.

For Freight and further information, apply to

THE BANK LINE, LTD.

General Agents.

Hongkong, 16th April, 1912. [572]

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be Hired for Picnic Parties by the Hour or Day.

Apply for Terms to the Manager,

H. HAYNES.

Hongkong, 1st March, 1912. [389]

BROWN, JONES & CO.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stools, WREATHS with Glass Shades from \$4 up.

BROWN, JONES & CO., 41, Morrison Hill Road.

Telephone 423, Hongkong, 16th October 1911. [776]

GRACA & CO.

Dealers in POSTAGE STAMPS, PICTORIAL POST CARDS

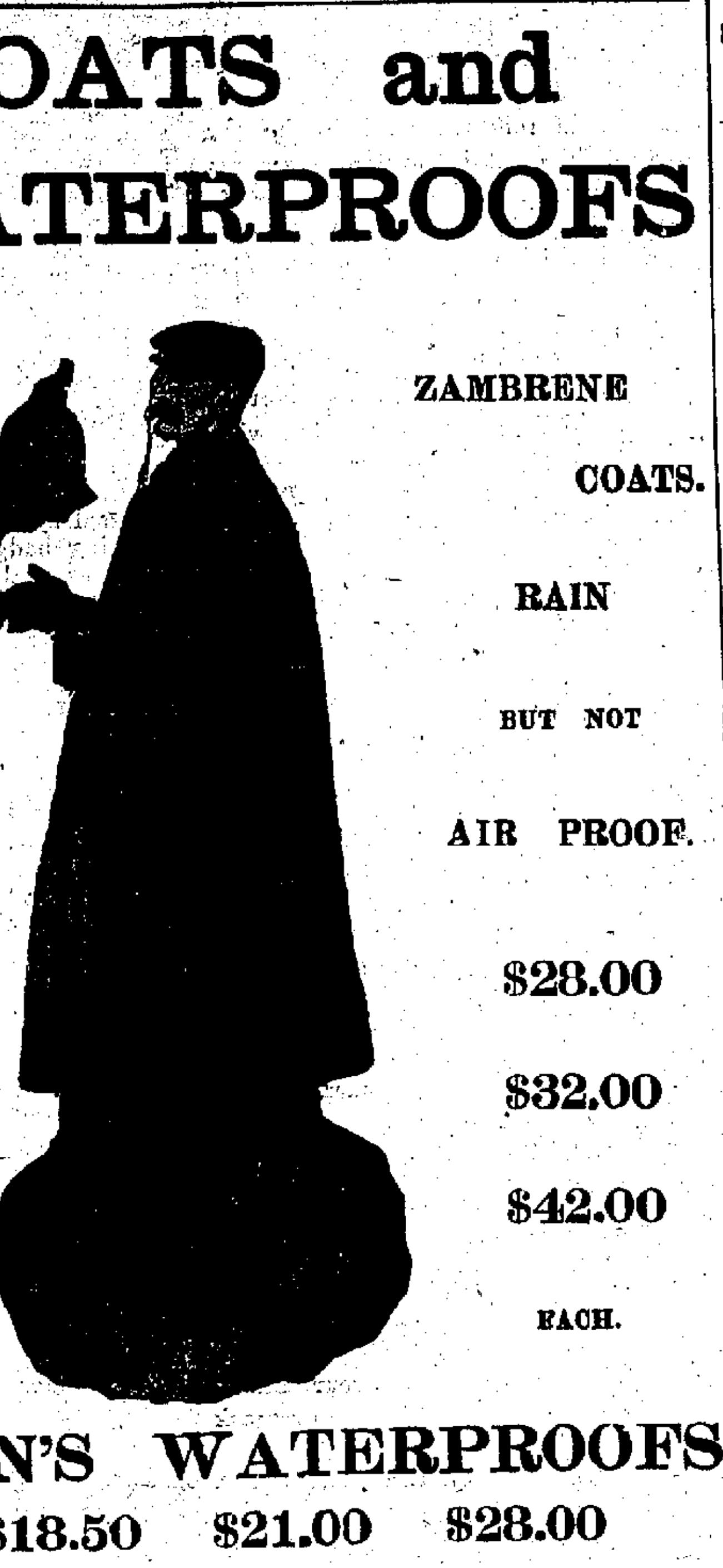
FLOWER SEEDS, TOYS, BOOKS,

MANILA CIGARS and CIGARETTES

HONGKONG HOTEL BUILDING,

PEDDIE STREET, HONGKONG.

524



COATS

READY MADE

or

TO MEASURE.

COATS.

RAIN

BUT NOT

AIR PROOF.

RAINCOATS and WATERPROOFS

\$13.50 \$18.50 \$21.00 \$28.00

ANDERSON'S WATERPROOFS

\$13.50 \$18.50 \$21.00 \$28.00

LANE, CRAWFORD & CO.

**HEAT PROSTRATION.
ITS TREATMENT AND CURE**

Exposure to heat may cause faintness or exhaustion, or may produce still more serious effects on the brain and nervous system, including excitement, unconsciousness, and, if very severe, death from asphyxia.

In the event of an attack, the sufferer should be removed to the shade, his tight clothing loosened and cold water applied to the head. As soon as possible, he should be taken home, and if the face be flushed and the skin hot, cold water and ice, if it can be obtained, should be applied over the head and body, and medical aid should be sought. These instructions are based on the writing of that great authority on the preservation of life in India, Sir Joseph Fayrer, but they are, of course, the merest outline of what should be done. Still, their prompt carrying out may save life, and they should, therefore, be kept prominently in mind by everyone to be made use of when necessary.

After the immediate results of the exposure have been counteracted, the question of diet, on which the maintenance of the sufferer's life and health depends, is the one which demands consideration. It is obvious that when weakened, all the natural forces are, the stomach and digestive organs generally are in no condition to deal with the ordinary articles of diet, many of which impose a tax on the digestion. The food should, therefore, be of the blandest and most nutritious character, so as to put the least possible strain on the digestive organs. At the same time, the diet should be as revitalising and restorative as possible.

THE QUICKEST RESTORATIVE.

It needs no great knowledge of dietetics to appreciate the fact that relatively few articles combine these two necessary and important qualities. One, however, does fulfil these two requirements in a supremely advantageous manner. This is Santogen. Composed of the body-building part of the purest milk, chemically combined with that salt of phosphorus which is found in the nervous system, it is one of the blandest—as it is the most nutritious—revitalising and revigorizing foods known to Science. Its use is, in many cases, followed by such a sensation of well-being that a well-known writer has described it in the words "Almost immediately after taking it, I feel as though a stream of liquid life has been poured into me."

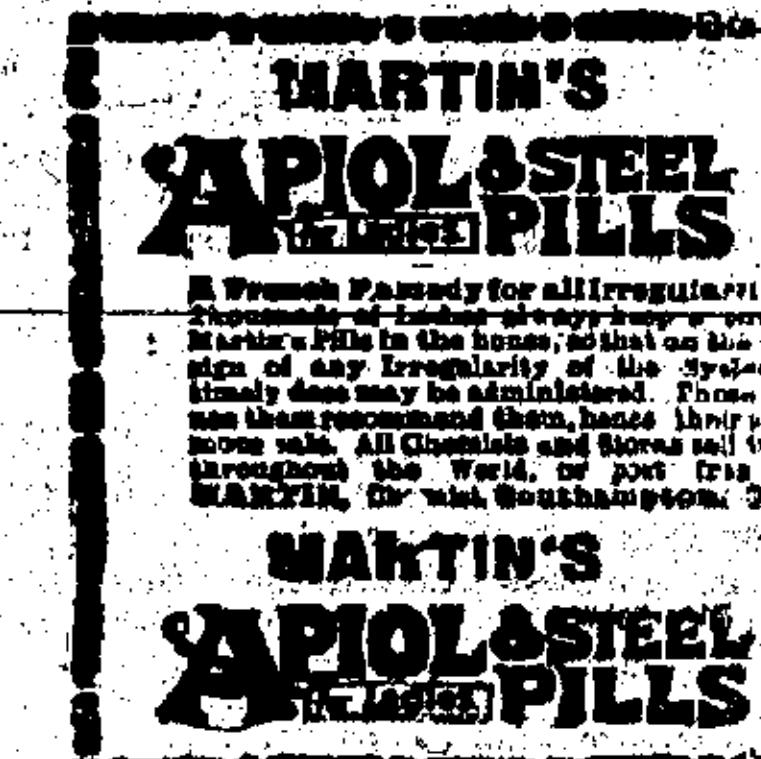
Even those people who do not react so rapidly to its benefits very soon experience a sensation of strength and revitalisation which are particularly gratifying after the feeling of utter prostration and lack of tone which are so characteristic of the results of heat. In this connection, the following letter from Mr. Thomas Lynn, Calcutta, will be read with particular interest, for it shows how Santogen enables even those who have to fight against the effects of heat when their bodily forces are weakened by disease to derive immediate health and strength from the preparation.

AND THE STREET, TOO.

Mr. Lynn writes:—"I was a broken-down wreck of a man, as far as health goes, and had been a martyr to Malaria for four years, being constantly in the hands of the doctors, and becoming weaker and weaker, with the natural run-down condition and its accompaniments, brain fag, nervousness and dyspepsia. Everybody advised me to go to the hills for some months; but this was impossible. Santogen was strongly recommended by a friend, and I am delighted to say that only two bottles have made an extraordinary difference for the better—nay, for the best. I shall always highly recommend Santogen everywhere I go. You will readily understand what a boon such an invigorator of life is to people out in the tropics who have the awful heat to fight against. This is verily the land of breakdowns, hence there are many thousands who appreciate what Santogen has placed within their reach—'A new lease of life!'"

Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent free to all mentioning this paper on application to A. WULFING & CO., 6, Kiu Kiang Road, Shanghai.

Santogen can be obtained of all Chemists.



**GRIMAUT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION**

**COMPANY MEETING.
CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA.**

The 38th ordinary general meeting of the shareholders of the Chartered Bank of India, Australia, and China was held on 20th ult. on the bank's premises, 38, Bishopsgate, London. Sir Montagu Cornish Turner (chairman of the bank) presiding. The Manager (Mr. T. H. Whitehead) having read the notice convening the meeting.

The Chairman addressed the meeting in the course of his remarks he said:—A reference to the balance-sheet will show that the aggregate of the figures under the various headings has now reached the satisfactory sum of 25 millions sterling, the highest figure yet recorded in the history of the bank, and an increase of two millions sterling over the figures shown in our last report. That is sufficient evidence, I think, that the business of the bank is steadily progressing. Naturally, with increased trade we have increased competition, and the margins of profit grow finer and finer, and it is not possible without an increased turnover, without tapping fresh sources of business, that we can hope to maintain the standard of our earnings in previous years. I am glad to say that we have up to the present been able to do so, and seeing that trade is in a very healthy condition, and that prospects are good, not only in the East, I think that with peace assured, industrial and political, throughout the world, we can look forward with confidence to the future.

CHINA.

The national uprising in China against the Manchu dynasty, far wider and more extended than we at first realised, caused a general paralysis of trade, especially in the North of China. Producers were unable to send their goods into the market centres, while importers would not take the risk of sending their goods up country into the provinces, where there were disturbances on all sides. The consequence naturally was that trade was at a standstill, and it has been so for the past six months. Both bankers and merchants have suffered alike. They had to submit to a compulsory policy of sitting still and awaiting events. Now that the new form of Government in China seems to be practically assured, and there is an element of safety in the transaction of business again, we can expect a slow but steady expansion of trade in China, and provided Government is once permanently established, and that peace is assured in China itself, and the troublesome currency problem is set at rest, China should become in the course of events a very prosperous country. Of course, at the moment the position is not quite as bright as it might be, and until the matter of foreign loans is assured, we cannot expect the new Government to do much in the way of pacifying the districts, but that, we have every reason to believe, will come in time. One remarkable feature, I think, in connection with the revolution has been the comparative immunity of foreigners from harm either in the matter of personal danger or the destruction of property belonging to Europeans. I think it is very creditable to both parties of the Chinese that this has been accomplished, and it must have been extremely difficult in many cases to have assured the safety of Europeans, especially in the districts. In Java, thanks to excellent tobacco crops and sugar crops, coupled with very good prices, the season must have been extremely beneficial both to cultivators and to exporters. This should prove beneficial to the import trade of European goods, which has been somewhat dull in the past 12 months. As regards the Straits Settlements and the Federated Malay States, I need only say that they are in a condition of peaceful prosperity. Burma, has had again an excellent rice crop, with phenomenal prices and an extraordinary demand for rice in Japan and in other Eastern countries, in addition to the normal demand from India and Europe. In India we see a persistent and steady demand for Council Bills, showing the amount of money required to finance the crops in India, and we have also the fact that the import of gold bars and sovereigns into India continues on a remarkably big scale. From January 1st to March 13th the shipments of gold into India, from London, Egypt, and Australia, total £9,717,000.

No speculative propositions entertained. Smallest transactions considered, £40,000; largest, £400,000. Only principals or their representatives corresponded with Agents ignored. Booklet explaining how millions of pounds sterling have already been invested; advantages offered to borrowers and particulars required, will be sent only to principals or their representatives, on application in English, French, German or Spanish, to the—

WM. POWELL, NEW VICTOR RECORDS

TELEPHONE 346.

LADIES' DEPARTMENT.**NEW RAINCOATS**

IN ALL THE LATEST SHAPES.

AGENTS FOR**"BURBERRY'S" COATS**

(IN ALL TEXTURES).

PRICES MODERATE.

INSPECTION INVITED.

[52]

\$1.20

EACH.

ROBINSON PIANO Co., LD.

THOUSANDS TO SELECT FROM.

PARCELS ON APPROVAL.

[94]

TO LET**TO LET.**

BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office.

Apply—

LINSTEAD & DAVIS,
Alexandra Buildings,
Hongkong, 20th March, 1912. [481]

TO LET.

OFICES on 3rd Floor, Hotel Mansions facing Harbour. OFFICES on 1st Floor, Hotel Mansions. Apply to—
HENRY HUMPHREYS,
Alexandra Buildings, Hongkong, 12th March, 1912. [388]

TO LET.

OFICE in Alexandra Buildings. Apply—
A. S. WATSON & CO., LTD., Alexandra Buildings, Hongkong 26th February 1912. [367]

TO LET.

With Separate Entrance. **T**HE WHOLE FIRST FLOOR of the OLD LAND OFFICE, QUEEN'S ROAD, opposite D'Aguilar Street. Apply to—
LEIGH & ORANGE,
Princes Building, Hongkong, 12th April, 1912. [588]

TO LET.

WELLBURN, The Peak, 6 ROOMS. from 1st June, 1912. Apply to—
PERCY SMITH, SETH & FLEMING, 5, Queen's Road Central, Hongkong, 16th April, 1912. [417]

OFFICES TO LET.

ROOMS on the 1st Floor of Wm. Powell Ltd., New Building, Des Voeux Road Central, suitable for Office, Electric Light, Lift; Lavatories with all Modern Conveniences. May be inspected on application to—
W.M. POWELL, LTD., Alexandra Buildings, Hongkong, 29th February, 1912. [383]

TO LET.

OFICES in King's Building. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st April, 1912. [12]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediately Possession. Cheap Rentals. **KOWLOON MARINE LOT 48**, Yaumatei, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED., Hongkong, 2nd November, 1911. [525]

TO LET.

OFICES and GODOWNS in Duddell Street, No. 12, BEACONSFIELD ARCADE, First Floor. No. 13, BEACONSFIELD ARCADE, First Floor. "ROGATE" Austin Road, Kowloon, from 1st April.

No. 57, PRAYA GRANDE, Macao. Apply to—**LINSTEAD & DAVIS**, 3rd Floor, Alexandra Buildings, Hongkong, 12th April, 1912. [122]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st April, 1912. [12]

TO BE LET.

ON OR ABOUT 1ST MAY, 1912.

SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.

A. S. WATSON & CO., LTD., Alexandra Buildings, Hongkong, 29th August, 1911. [122]

NAPIER JOHNSTONES'
"SQUARE BOTTLE"
WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN
1745.**BEWARE OF
IMITATIONS.**

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

[62]

**DON'T READ THIS.
UNLESS YOU WISH TO DRESS WELL.**

WE have Just Unpacked a Beautiful Range of SILK GOODS, suitable for Ladies' and Gent's Wear, from a leading Japanese Manufacturer Supplying the same goods to Messrs. Peter Robinson's, London.

Call early before we are sold out.
HOOSAIN-ALI & CO., No. 14, Queen's Road Central, Corner of Zetland Street, Hongkong, Hongkong, 29th March, 1912. [50]

MITSU BISHI GOSEI KWAISSHA.
(MITSU BISHI CO.)
COAL DEPARTMENT
SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE YOSHINO-TANI, HOJO, KANADA, NAMAZU-TA, SAYO SHINN-EW and KAMIYAMADA Collieries.

AGENTS FOR
KISHIDATE and SAKITO Coals.
HEAD OFFICE—MARUNOUCHI, TOKYO.

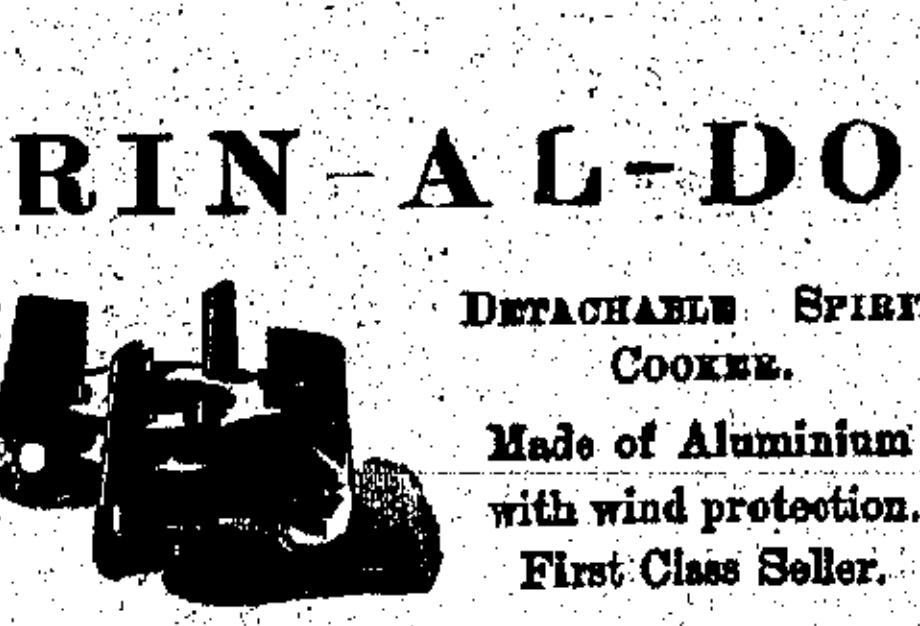
BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union AGENTS—
YOKOHAMA: M. ASA, Eq.
CHINKIANG: Meete GRADING & Co.
MANILA: Meete MACONOBAY & Co.
SINGAPORE: Meete BORNEO Co., Ltd.
For Particulars apply to
T. SHIBUYA, Manager, No. 2, Pedder Street, Hongkong, Hongkong, 10th August, 1911. [663]

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA &c.,
and for PRIVATE RESIDENTS AT THE OUTPORTS.
A Comprehensive and Complete Record
of the

NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS,

with which is incorporated
THE CHINA OVERLAND TRADE JOURNAL
Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.



DETACHABLE SPIRIT COOKER.

Made of Aluminium

with wind protection.

First Class Seller.

Patented and Registered.
Suitable for all sizes of pots.
Very handy—weight about 50 grammes.
General Agent for China wanted.
Manufacturer's address:
WALTER EICHELKRAUT,
Berlin-Zehlendorf, 12,
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REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE &
PORTLAND (Or.)
VIA
SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.

FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Or.).

RYGJA ... 18th April.

To be followed by other Steamers of the Company at
regular intervals.

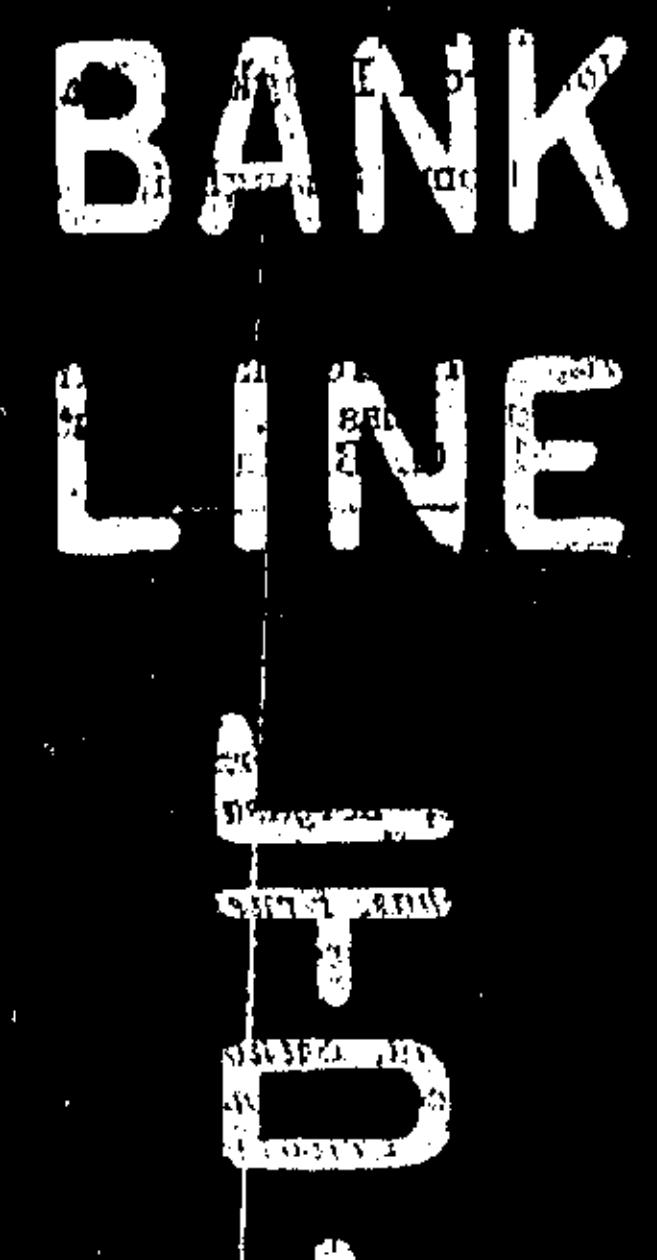
Calling at AMOY and KEELUNG if sufficient
indemnity offered.

The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE NO. 780, KING'S BUILDING, Praya Central



ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient indemnity offered, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... 1st Half May, 1912.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG: FROM COLOMBO:

27th April. S.S. "MINERIC" ... 11th May.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

[42-43-44]

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.
The Cost: is not more by this route with its unrivaled opportunities,
the cost is but £120; including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS. TONS Starting 1912

SIBERIA ... 18,000 TUESDAY, 16th April, at 1 P.M.
CHINA ... 10,200 TUESDAY, 23rd April, at 1 P.M.
MANCHURIA ... 27,000 TUESDAY, 30th April, at 1 P.M.
NILE ... 11,000 TUESDAY, 14th May, at 1 P.M.
MONGOLIA ... 27,000 TUESDAY, 21st May, at 1 P.M.
PERSEA ... 9,000 TUESDAY, 18th June, at 1 P.M.
KOREA ... 18,000 TUESDAY, 2nd July, at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE NO. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO LTD., AND CHINA NAVIGATION CO. LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

TUESDAY, 16th APRIL, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."

10 p.m. "KINSHAN." 5 p.m. "PATSHAN."

WEDNESDAY, 17th APRIL, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."

10 p.m. "PATSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," TONS 1651. | S.S. "SUI AN," TONS 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 21st APRIL.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 437 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO. LTD., THE CHINA NAVIGATION CO. LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO. LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same day at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUL." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.
Hotel Mansions (First Floor), opposite the Blake Pier. [143]



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	POB	SAILING DATE
ZAFIRO ...	4000	M. C. Smith ...	Manila, Magarina, Ililo and Cebu	On 20th Apr., 4 p.m.
RUBI ...	4000	S. Crosby ...	Manila, Magarina, Ililo and Cebu	On 30th Apr., 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMEY & CO., General Managers,
Hongkong, 2nd April, 1912. PHILIPPINES S.S. CO. [13]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS Sat., 27th April, Noon.	

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.

All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to GIBB, LIVINGSTON & CO., AGENTS.

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TOYO KISEN KAISHA

TRANS-PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

... Triple Screw Turbine Flyer—20 Knot Speed.

SS. TENYO MARU ... 21,000 tons.

SS. CHIYO MARU ... 21,000 tons.

SS. SHINYO MARU ... 21,000 tons.

... AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG, to SAN FRANCISCO via CHINA and JAPAN PORTS and

HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and

free newspaper containing World's happenings by wireless.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western-

Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver

WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourist Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depot.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the

Sierras—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers

and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for

Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

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SHIPPING IN PORT.

STEAMERS

ALONZO, British str., 4,278, J. Riepenhausen, 14th April—Shanghai 11th April, General—Butterfield & Swire.

AWA MANU, Japanese str., 6,309, D. Shimizu, 14th April—Shanghai 11th April, General—Nippon Yusen Kaisha.

BELLEROPHON, British str., 8,743, J. A. Webb, 13th April—Manila 11th April, General—Butterfield & Swire.

BORNEO, German str., 1,344, Fr. Sembell, 12th April—Sandakan 7th April, Timber—Melchers & Co.

CAMBRIA of HULL, British str., Shelton, 14th April—Newport 16th Feb., Coal—Blackader & Co.

SHIPPING

ARRIVALS.

CHENAN, British str., 1,350, L. Jones, 14th April.—Shanghai 11th April, General Butterfield & Swire.
FEICHING, Chinese str., 998, A. A. Crawford, 25th April—Fuchow 13th April, General—Chinese.
HANOI, French str., 1,200, G. Bouvier, 15th April—Haiphong via Pakhoi 15th April, General—A. R. Marti.
HSIAO HUNG, Chinese str., 15th April—Canton.
KYOTO MARU, Japanese str., 1,049, Kitashia, 12th April—Karatsu 7th April, Coal—Mitsui Bussan Kaisha.
M. S. DOLLAR, British str., 2,716, M. Ridley, 13th April—Cebu 9th April, Copra and Sugar—Haya, Dollar Co.
No. 2, TAMON MARU, Japanese str., 2,001, Yamashita, April 13th—Moj 7th April, Coal—Mitsui Bussan Kaisha.
PTSANLUOK, German str., 1,267, D. Reimers, 15th April—Bangkok 6th April, Rice—Butterfield & Swire.
SINGAS, British str., 1,047, F. Jamieson, 14th April—Haiphong and Hoihow 13th April, Rice and General—Butterfield & Swire.
SOSHU MARU, Japanese str., 1,511 April—Canton.
SUMATRA, British str., 2,076, W. R. Le Mare, n.r.a., 15th April—Yokohama 6th April, Mail and General—P. & O. S. N. Co.
VOLUTE, British str., 2,905, Wilton, 14th April—Tsinhai 7th April, Bulk Oil—Asian Petroleum Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
April 15th.

ALCINOUS, British str., for Straits.
CHIPSHING, British str., for Straits.
FUTABA, British str., for Japan.
HAIYANG, British str., for Swatow.
M. JENSEN, German str., for Hoihow.
SIBERIA, American str., for Shanghai.
TACOMA MARU, Japanese str., for Japan.
TITANDEEM, Dutch str., for Batavia.
WAHDIA, British str., for Straits.

DEPARTURES.

April 16th.

KWANGLEE, Chinese str., for Shanghai.
WAKARA MARU, Japanese str., for Straits.

SHIPPING REPORTS.

The German str. *Pitsanulok* reports from Bangkok to Parcels fine; after rough sea.
The British str. *M. S. Dollar* reports strong N.E. monsoon from Luzon coast to China coast.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Manchuria* from San Francisco sailed from Yokohama on the 8th April en route for Hongkong, and is due to arrive here on the 16th April. The American mail has been transferred at Yokohama and will arrive at Hongkong by the N.D.L. str. *Lutzeon*.

The T.K.K. str. *Choya Maru* left Yokohama on the 15th April, for Hongkong, and is expected to arrive at this port on the 23rd April.

The P.M. S.S. str. *Nile* sailed from San Francisco on the 3rd April, for Hongkong via Honolulu, etc., and is due to arrive here on the 30th April.

The P.M. str. *Mongolia* left San Francisco on the 10th April, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 7th May.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* left Sydney on the 10th April for this port (via Queensland Ports, Port Darwin, Timor and Manila).

The I.G.M. str. *Coblenz* left Sydney on the 10th April, at noon, and may be expected here on or about 3rd May.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 5th April, a.m.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Ludwig*, carrying the German mails with date from Berlin of the 20th March, left Colombo on the 8th April, p.m., and may be expected here on or about 17th April p.m.

THE MERCHANTS STEAMERS.

The P. & O. str. *Peshawur* left Singapore for this port on the 11th instant at 2 p.m., and is due here on the 16th instant at about 2 p.m.

The I.C.M. str. *Lutzeon* left Shanghai on Saturday, at 2 p.m., and may be expected here on or about Tuesday, the 16th inst., at 6 a.m.

The Seang Lin str. *Caronia* left Rangoon on the 5th April for Hongkong via Straits, and is expected to arrive here on the 17th April.

The str. *Glenstrae* will leave Singapore on the 11th April, and is due here on or about 17th April, a.m.

The I.G.M. str. *Prinz Waldemar* left Yokohama on the 11th April, at 8 p.m., and may be expected here on or about the 18th April.

The G.N. str. *Minnesota* left Yokohama for this port via Manila on the 5th April, and is expected here on the 19th April.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 23rd March, and is expected here on the 25th April.

The str. *Indramayo* passed the Suez Canal on the 8th April, and is due here on or about 8th May.

The T.K.K. str. *Hongkong Maru* arrived at Honolulu on the 16th April, and will sail for Hongkong via Japan port on the 17th April, and is expected here on the 23rd May.

The "Mogul" Line str. *Lothian* left United Kingdom on the 13th ult. for Hongkong via the Straits.

The str. *Glenesk* passed the Suez Canal on the 8th April, and is due here on or about 11th May.

INDO-CHINA STEAM NAVIGATION CO., LTD. *Mayang*, from Sandakan, is due in Hongkong 15th April.

Hangsan, from Shanghai, is due in Hongkong and Canton 16th April. *Kutsang*, from Calcutta, is due in Hongkong 21st April.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "n," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & SIG.	OWNER.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUMANTRA	Brit. str.	W. R. Le Mare, R.N.R.	P. & O. S. N. Co.	To-morrow, at 10 A.M.	
LONDON, VIA USUAL PORTS OF CALL	ASAYATE	Brit. str.	G. W. Cookman, R.N.R.	On 27th inst., at Noon.		
LONDON	GLENFARG	Brit. str.	W. L. Hartnell	About 10th May.		
LONDON, ROTTERDAM & ANTWERP	PLUMSHIRE	Brit. str.	G. C. Cundy	About 15th May.		
ROTTERDAM, HAMBURG & ANTWERP, &c.	O. J. D. AHLERS	Ger. str.	JARDINE, MATHESON & CO., LTD.	On 4th May.		
ROTTERDAM, HAMBURG & ANTWERP, &c.	ACADIA	Ger. str.	HAMBURG-AMERIKA LINIE	On 31st May.		
HAVRE, BREMEN & HAMBURG	LEONING	Ger. str.	HAMBURG-AMERIKA LINIE	On 12th May.		
HAVRE, BREMEN & HAMBURG &c.	SCANDIA	Ger. str.	HAMBURG-AMERIKA LINIE	On 7th June.		
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUTA MARU	Ger. str.	NIPPON YUSHIN KAISHA	On 24th inst., at D'light.		
MARSEILLE, HAVRE & HAMBURG &c.	SACHSEN	Ger. str.	HAMBURG-AMERIKA LINIE	On 6th May.		
MARSEILLE, HAVRE & HAMBURG, &c.	SITHONIA	Ger. str.	HAMBURG-AMERIKA LINIE	On 30th May.		
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TACOMA MARU	Ger. str.	OSAKA SHOSEN KAISHA	On 19th inst., at 6 P.M.		
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	AWA MARU	Jap. str.	MINCHERS & CO.	On 1st May.		
VICTORIA, B.C. & SEATTLE, &c.	PANAMA MARU	Jap. str.	SANDER, WEILNER & CO.	About 23rd inst.		
VICTORIA, B.C. & SEATTLE, &c.	LUETZOW	Ger. str.	SANDER, WEILNER & CO.	About 15th May.		
VICEROY	KOECKER	Aus. str.	DODWELL & CO., LTD.	On 18th inst.		
ORINA	ORINA	Aus. str.	THE BANK LINE LTD.	On 20th inst., at 6 P.M.		
MONTSROE	MONTSROE	Brit. str.	THE BANK LINE LTD.	On 1st June, at 6 P.M.		
MATOPPO	MATOPPO	Am. str.	CANADIAN PACIFIC R. CO.	On 23rd inst., at 1 P.M.		
BYGJA	BYGJA	Brit. str.	PACIFIC MAIL S.S. CO.	To-day, at 1 P.M.		
EMPEROR OF INDIA	MONTEAGLE	Brit. str.	TOYO KAISEN KAISHA	On 7th May, at Noon.		
MONTEAGLE	SIBERIA	Am. str.	MINCHERS & CO.	On 20th inst., at 9 A.M.		
CHITOGA MARU	CHITOGA MARU	Am. str.	BUTTERFIELD & SWINE	On 22nd inst., at 4 P.M.		
PRINZ WALDEMAR	CHANGSHA	Ger. str.	GIBB, LIVINGSTON & CO.	On 27th inst., at Noon.		
ST. ALBANS	ST. ALBANS	Brit. str.	SANDER, WEILNER & CO.	About 26th inst.		
E. F. FEEDINAND	E. F. FEEDINAND	Am. str.	JARDINE, MATHESON & CO., LTD.	To-day, at 5 P.M.		
FULTALA	FULTALA	Brit. str.	NISSON YUSHIN KAISHA	On 25th inst.		
KYTANO MARU	KYTANO MARU	Jan. str.	MINCHERS & CO.	About 3rd May.		
COBLENZ	NIKKO MARU	Jan. str.	TOYO KAISEN KAISHA	On 8th May, at Noon.		
NIKKO MARU	NIKKO MARU	Jan. str.	TOYO KAISEN KAISHA	On 7th June, at Noon.		
HONGKONG MARU	HONGKONG MARU	Dut. str.	Java-China-Japan Linie	Quick despatch		
ITIMANOE	ITIMANOE	Brit. str.	JARDINE, MATHESON & CO., LTD.	To-day, at Noon.		
CHIPEMING	CHIPEMING	Brit. str.	SUTHERFIELD & SWINE	On 27th inst., at 4 P.M.		
RUICHOW	RUICHOW	Brit. str.	P. & O. S. N. CO.	About 16th inst.		
PEASHAWR	PEASHAWR	Brit. str.	JARDINE, MATHESON & CO., LTD.	On 13th inst., at Noon.		
HANGSANG	HANGSANG	Brit. str.	BUTTERFIELD & SWINE	On 18th inst., at 4 P.M.		
CHENAN	CHENAN	Brit. str.	MINCHERS & CO.	About 18th inst.		
PRINZ LUDWIG	PRINZ LUDWIG	Ger. str.	JARDINE, MATHESON & CO., LTD.	On 20th inst., at 9 A.M.		
MONMOUTH	MONMOUTH	SHIR	HAMBURG-AMERIKA LINIE	On 29th inst.		
ONSHAN	ONSHAN	Brit. str.	W. H. S. Hall, Bradley	About 21st inst.		
KAIJO MARU	KAIJO MARU	Jap. str.	JARDINE, MATHESON & CO., LTD.	On 23rd inst., at Noon.		
SOSHU MARU	SOSHU MARU	Jap. str.	NISSON YUSHIN KAISHA	On 24th inst.		
DAIGI MARU	DAIGI MARU	Jap. str.	ARTHUR NILSSON & CO.	On 25th inst.		
HAITANG	HAITANG	Brit. str.	W. C. Passmore	About 25th inst.		
GAICHING	GAICHING	Brit. str.	J. S. Bosch	On 5th May, at D'light.		
HATTAN	HATTAN	Brit. str.	A. W. Outerbridge	About 10th May.		
TEAN	TEAN	Brit. str.	P. H. Rolfe	About 1st June.		
YUNTSANG	YUNTSANG	Brit. str.	JARDINE, MATHESON & CO., LTD.	Quick despatch		
ZAFIRO	ZAFIRO	Am. str.	SHEWAN, THOMES & CO.	On 20th inst., at Noon.		
LOONGSANG	LOONGSANG	Brit. str.	SHEWAN, THOMES & CO.	To-morrow, at 10 A.M.		
YUBI	YUBI	Am. str.	DOUGLAS LAFAIK & CO.	On 21st inst., at Noon.		
TUJABORN	TUJABORN	Dut. str.	DOUGLAS LAFAIK & CO.	To-day, at 11 A.M.		
WARDHA	WARDHA	Brit. str.	BUTTERFIELD & SWINE	On 22nd inst., at 2 P.M.		
CATHERINE APOA...	CATHERINE APOA...	Brit. str.	BUTTERFIELD & SWINE	On 20th inst., at 4 P.M.		
NAMSANG...	NAMSANG...	Brit. str.	E. W. Hamlyn	On 21st inst., at 1 P.M.		
MEUSANG...	MEUSANG...	Brit. str.	G. M. B. Lake	On 22nd inst., at Noon.		
BOERNO...	BOERNO...	Ger. str.	F. Jamison	On 20th inst., at Noon.		
SINGAN...	SINGAN...	Brit. str.	F. de Catalano	On 19th inst., at 9 A.M.		
SI-KIANG...	SI-KIANG...	Fren. str.	MAGHESIES MARITIMES	To-morrow, at Noon.		

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MAKASSAR COAST AND TO PROCEED VIA THE CAPE OF GOOD HOPE, PROPOSED SAILINGS FROM HONGKONG.)

FOR NEW YORK.
S.S. "MONTROSE" ... On or about 23rd Apr. Freight and further information, apply to DODWELL & CO., LTD., Agents, Hongkong, 2nd April, 1912. 531

PASSENGERS ARRIVED.

Per *Pitsanulok*, from Bangkok, Major. Per *Chenan*, from Shanghai, Mr. Daizel. Per *M. S. Dollar*, from Cebu, Mr. and Mrs. Hays. Per *Sumatra*, Rev. and Miss W. Austin; from Shanghai, Mr. G. B. Rae.

PASSED THE CANAL.

March 15th—*Derfänger*, *Erroll*, *Kleist*, *Tango Maru*, *Ville de la Ciotat*, *Arcadia*, *Lovat*, 18th—*Erzherzog Franz Ferdinand*, *Glenstrae*, *Miyakaze Maru*, *Moyune*, *Peshawur*, *Socotra*, *Thessaloniki*, *Yangtze*, 22nd—*Calchis*, *Ernest Simonis*, *Idomenes*, *Pathan*, *Sazona*, *Seleria*, 23th—*Berlitz*, *Borneo*, *Kawachi Maru</*

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	PESHAWAR, Capt. E. W. Bruce... BOERNEO Capt. W. H. S. Hall ...	About 16th April. About 21st April.	Freight only. Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PE NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W. J. Le Maro, R.N.R. ...	10 A.M. 17th April.	Freight and Passage.
SHANGHAI	ORIENTAL Capt. Valentini ...	About 25th April.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE Capt. G. W. Cookman, R.N.R. ...	Noon, 27th April.	See Special of CALL.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th April, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

**CHIYO MARU, SHINYO MARU
TENYO MARU,**
Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"
INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

SAN FRANCISCO LINE.—

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU ...	W. W. Greene ...	TUESDAY, 7th May, NOON.
NIPPON MARU ...	A. G. Stevens ...	TUESDAY, 28th May, at Noon.
TENYO MARU ...	E. Bent ...	TUESDAY, 4th June, at Noon.
SHINYO MARU ...	H. S. Smith ...	TUESDAY, 25th June, at Noon.

SOUTH AMERICA LINE.—

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000 ...	FRIDAY, 7th June, NOON.
KIYO MARU ...	17,500 ...	TUESDAY, 6th Aug., at Noon.
BUYO MARU ...	10,500 ...	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSDA, AGENT,
King's Building (Opposite Blake Pier).
247]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross Reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA ...	"TACOMA MARU" "SEATTLE MARU" "CHICAGO MARU"	6,173 6,182 6,182	TUESDAY, 16th April, at 1 P.M. TUESDAY, 14th May, at 1 P.M. THURSDAY, 13th June, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANG- HAI, MOJI, KOBE, YOKKAICHI, and YOKO- HAMA ...	"PANAMA MARU" "MEXICO MARU" "CANADA MARU"	6,059 6,064 6,064	TUESDAY, 30th April, at 1 P.M. TUESDAY, 28th May, at 1 P.M. TUESDAY, 25th June, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keeling	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage passengers, situated AMIDSHIP. A limited number of cabin passengers carried at low rates. Best adapted rooms for carrying silk, treasure and parcels. Special attention given toward express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 17th April, at 10 A.M.
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 21st April, at Noon.
FOOCHOW via SWATOW and AMOY	"KAIJO MARU"	WED'DAY, 24th April, at Noon.

For information of Freight, Passages, Sailing, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROL,
MANAGER
772-773

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SIKIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 24th April, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

2

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to COLOMBO	Connecting Steamers from COLOMBO to MARSEILLE & LONDON	Due MARSEILLE (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
ASSAYE ... 7500	April 27	MONGOLIA ... 10000	May 25	May 31
ORIENTAL ... 5284	May 11	MALWA ... 11000	June 8	June 14
DEVANHA ... 8000	May 25	CHINA ... 8000	June 22	June 28
DELTA ... 8000	June 8	MACEONIA 10500	July 6	July 12
ARCADIA ... 7000	June 22	MOREA ... 11000	July 20	July 26

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON:

1st. SALOON £71.10 SINGLE £32.14 RETURN.

2nd. SALOON £48.80 SINGLE £21.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
	Tonnage	about
SUMATRA ... 5000	April 17	May 31
NAMUR ... 7000	May 1	June 14
PALAWAN ... 5000	May 15	June 29
BORNEO ... 5000	May 29	July 13
SYRIA ... 7000	June 12	July 27
NORE ... 7000	June 26	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE FARES TO LONDON:

1st. SALOON £55.0 SINGLE £22.10 RETURN.

2nd. SALOON £38.10 £17.54

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

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SILK RIBBONS

for HATS

are now in favour with the Chinese!

New Samples of

**PET. WILH. KROMMES,
ELBERFELD,**

Recently arrived.

Apply to the General Agent, etc.:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 12th April, 1912.

(48-11)

BRACES and BELTS!

**C. G. BODEN & SOEHNE,
GROSSROEHRSDORF (Germany).**

are regular suppliers to the East and specially to HONGKONG, being well aware of the requirements of the market.

FOR SAMPLES AND QUOTATIONS APPLY TO

THE GENERAL AGENT FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 12th April, 1912.

(48-12)



gout americain

Sole Representative for Hongkong and South China
Hugo C.A. Fromm, Hongkong.

Hongkong, 12th April, 1912.

(48-22)

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE TO EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present suspended: Hupeh, Hunan and Tengyueh.

The American Mail, ex Manchuria, and the Siberian Mail are expected to arrive here per German Mail Steamer *Lutsko* to-day.The Prince *Ludwig*, with the German Mail, left Singapore on Saturday, the 13th inst., at 8 a.m., and may be expected here to-morrow.

POB

P.B.#

DATE

Hethow, Haiphong and Pakhoi...	Tuesday, 16th.	8.00 A.M.
Straits...	Tuesday, 16th.	10.00 A.M.
Swatow, Amoy, Formosa and Foochow...	Tuesday, 16th.	10.00 A.M.
Weihaiwei and Tientsin...	Tuesday, 16th.	10.00 A.M.
Etabua, Samarang and Sourabaya...	Tuesday, 16th.	10.00 A.M.
JAPAN, VIA NAGASAKI, VICTORIA, B.C., and UNITED STATES VIA TACOMA...	Tuesday, 16th.	11.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA AND SOUTH AMERICA VIA SAN FRANCISCO... (EUROPE VIA SIBERIA)	Siberia...	
Macao...	Tuesday, 16th.	NOON
Seion...	Tuesday, 16th.	2.00 P.M.
Philippine Islands...	Tuesday, 16th.	3.00 P.M.
Straits and Rangoon...	Tuesday, 16th.	4.00 P.M.
Japan via Yokohama...	Tuesday, 16th.	4.00 P.M.
Swatow and Straits...	Tuesday, 16th.	5.00 P.M.
Straits and Ceylon...	Wednesday, 17th.	9.00 A.M.
Swatow, Amoy and Formosa...	Wednesday, 17th.	9.00 A.M.
Haiphong...	Wednesday, 17th.	10.00 A.M.
Swatow...	Wednesday, 17th.	10.00 A.M.
Straits, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and CYPRUS via NAPLES... (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail). (Late Letters 11 A.M. to 11.30 A.M. Extra postage 10 cents)	Lutsko...	
Macao...	Saturday, 20th.	2.00 P.M.
Japan via Kobe, Canada, Tacoma and United States via Seattle...	Saturday, 20th.	3.00 P.M.
Siam...	Thursday, 18th.	9.00 A.M.
Shanghai and North China...	Thursday, 18th.	11.00 A.M.
Hollow, Haiphong and Pakhoi...	Thursday, 18th.	11.00 A.M.
Macao...	Thursday, 18th.	1.15 P.M.
Shanghai and North China...	Thursday, 18th.	1.15 P.M.
Kudat and Sandakan...	Thursday, 18th.	3.00 P.M.
Swatow, Amoy, Formosa and Foochow...	Friday, 19th.	8.00 A.M.
Jaluit, Yap, Ponape, Saipan, Truk, Kusae, Koror and Nauru...	Friday, 19th.	10.00 A.M.
Japan via Moji, and South America...	Friday, 19th.	4.00 P.M.
Sagon...	Friday, 19th.	5.00 P.M.
Philippine Islands, Angaur, Yap, Friedrichrich, Wilhelmshafen, Rabau, Herberthoe, Matapi, Australia and New Zealand via Brisbane...	Saturday, 20th.	8.00 A.M.
Sandakan...	Saturday, 20th.	11.00 A.M.
Straits, and India via Calcutta...	Saturday, 20th.	NOON
Philippine Islands...	Saturday, 20th.	1.00 P.M.
Philippine Islands...	Saturday, 20th.	3.00 P.M.
Empress of India...	Saturday, 20th.	
Macao...	Printed Matter and Samples...	4.00 P.M.
Catherine Spear...	Registration...	3.15 P.M.
Zafiro...	(Registration with late fee of 10 cents up to 4.00 P.M.)	
Prinz Waldemar...	Registration...	3.00 P.M.
No late fee...	Letters...	11.00 A.M.
Linen...	Letters...	1.15 P.M.
Swatow...	Letters...	5.00 P.M.
Shanghai and North China...	Linen...	6.00 P.M.
Swatow...	Linen...	9.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS.

April 15th.

ON LONDON—	Telegraphic Transfer	4/113
Bank Bills, on demand	1/113	
Bank Bills, at 30 days' sight	1/113	
Bank Bills, at 4 months' sight	1/113	
Credits, at 4 months' sight	1/113	
Documentary Bills, 4 months' sight	1/113	
ON PARIS—		
Bank Bills, on demand	245	
Credits, at 4 months' sight	249	
ON GERMANY—		
On demand	169	
ON NEW YORK—		
Bank Bills, on demand	47	
Credits, at 60 days' sight	48	
ON BOMBAY—		
Telegraphic Transfer	144	
Bank, on demand	145	
ON CALCUTTA—		
Telegraphic Transfer	144	
Bank, on demand	145	
ON SHANGHAI—		
Bank, at sight	72	
Private, 30 days' sight	73	
ON YOKOHAMA—	On demand	95
ON MANILA—	On demand—Pesos	95
ON SINGAPORE—	On demand	82
ON BATAVIA—	On demand	116
ON HAFPHONG—	On demand	14
ON SAIGON—	On demand	14
ON BANGKOK—	On demand	79
SOVEREIGN, Bank's Buying Rate	\$10.25	
GOLD LIMA, 100 fine, per tael	\$35.60	
BAR SILVER, per oz	27	

Subsidary Coins.	per cent.
Chinese ... 20 cents pieces	\$6.60 discount
Chinese ... 10 "	67.30 "
Hongkong ... 20 "	66.50 "
Hongkong ... 10 "	67.28 "

MAILS VIA SIBERIA.	London	Paris	Shanghai
March 27th.		April 12th.	
March 30th.		April 16th.	

SHARE LIST.—QUOTATIONS, HONGKONG, APRIL 15TH, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	(\$850 £100 £33
China Borneo Company, Limited	60,000	\$12	all	\$810, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$11, buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8, buyers
COTTON MILLS.				
Ewo Cotton Spinn'g & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$72	all	\$203, buyers
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$57, sales
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$45, sal. & buy.
New Amoy Dock Co., Limited	10,000	\$63	all	\$62, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 54
Shanghai and Hongkew Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 82
Green Island Cement Co., Limited	400,000	\$10	all	\$55, sellers
Hongkong Electric Co., Limited	60,000	\$10	all	\$223, sales
Hongkong Hotel Company, Limited	12,000	\$50	all	\$109, buyers
Manila Metropole Hotel Limited	15,000	Tls. 10	all	\$58, buyers
Hongkong Ice Company, Limited	50,000	\$25	all	\$205
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$53, buyers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$205, buyers
China Fire Insurance Co., Limited	20,000	\$100	all	\$130, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	all	\$105,
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$335, sales
North-China Insurance Co., Limited	10,000	\$15	all	\$870, sales
Union Insurance Society, Limited	12,400	\$250	all	\$210, Ex 73
Yangtze Insurance Association, Limited	12,000	\$100	all	
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$102, buyers
Humphreys Estate and Agency Co., Ltd.	150,000	\$10	all	\$71, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$30
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$54, sal. & buy.
Macchappi tot Mijin, Bosch-en-Landbouw exploitatie in Langkat ...	25,000	Gds. 10	all	Tls. 724, sales
MINING.	</			